**NOTE**

If correct timing cannot be achieved, inspect and test all ignition components as described in Chapter Seven.

8. After timing is correct, check the air gap between the rotor and the pulse generator with a non-magnetic flat feeler gauge (Figure 83). The correct air gap is 0.3-0.4 mm (0.001-0.002 in.). If the air gap is incorrect, adjust as follows:

- Loosen the pulse generator mounting screws (B, Figure 82).
 - Move the pulse generator assembly until the air gap is correct.
 - Tighten the screws securely.
 - Repeat Step 6 (and Step 7 if necessary) to make sure the timing is still correct. Readjust if necessary.
9. Shut off the engine and disconnect the timing light and the portable tachometer.
10. Install the timing mark hole cap.

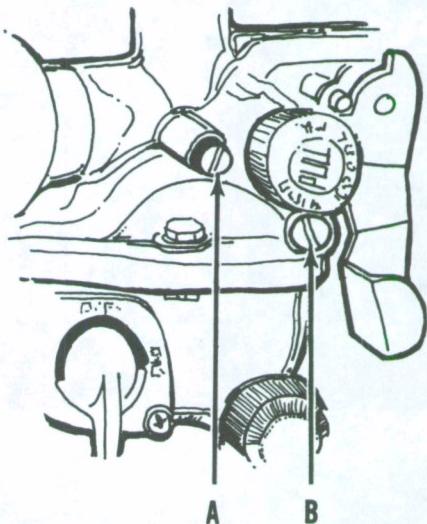
CARBURETOR**Idle Mixture Adjustment**

The idle mixture (pilot screw) is preset at the factory and is *not to be reset*. Do not adjust the pilot screw unless the carburetor has been overhauled. If so, refer to *Pilot Screw Adjustment* in Chapter Six.

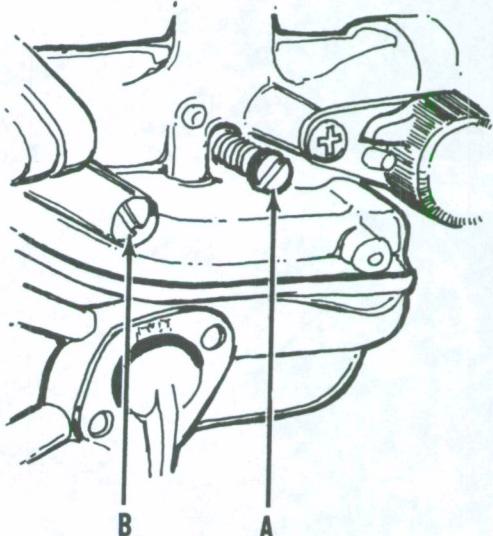
Idle Speed Adjustment

Before making this adjustment, the air cleaner must be clean and the engine must have adequate compression; see *Compression Test* in this chapter. Otherwise, this procedure cannot be done properly.

**ATC70 (1973-1974)
ATC90 (ALL)**



**ATC70 (1978-ON)
ATC110
ATC125M**



**A. Idle screw
B. Air screw (or pilot screw)**

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.
2. Connect a portable tachometer following the manufacturer's instructions.
3. Start the engine and let it reach normal operating temperature.
4. Set the idle speed by turning the idle speed stop screw (A, Figure 84). For correct idle speed refer to Table 5.
5. Open and close the throttle a couple of times; check for variation in idle speed. Readjust if necessary.

WARNING

With the engine idling, move the handlebar from side to side. If idle speed increases during this movement, the throttle cable needs adjusting or may be incorrectly routed through the frame. Correct this problem immediately. Do not ride the ATC in this unsafe condition.

6. Turn the engine off and disconnect the portable tachometer.

STORAGE

Several months of inactivity can cause serious problems and a general deterioration of the ATC's condition. This is especially true in areas of weather extremes. During the winter months it is advisable to specially prepare the ATC for lay-up.

Selecting a Storage Area

Most owners store their vehicles in their home garages. If you do not have a home garage, facilities suitable for long-term storage are readily available for rent or lease in most areas. In selecting a building, consider the following points.

1. The storage area must be dry, free from dampness and excessive humidity. Heating is not necessary, but the building should be well-insulated to minimize extreme temperature variations.
2. Buildings with large window areas should be avoided or such windows should be masked if direct sunlight can fall on the ATC. This is also a good security measure.
3. Buildings in industrial areas, where factories are liable to emit corrosive fumes, are not desirable nor are facilities near bodies of salt water.
4. The area should be selected to minimize the possibility of loss from fire, theft or vandalism. The area should be fully insured, perhaps with a package covering fire, theft, vandalism, weather and liability. The advice of your insurance agent

should be sought in these matters. The building should be fireproof and items such as the security of doors and windows, alarm facility and proximity of police should be considered.

Preparing ATC for Storage

Careful preparation will minimize deterioration and make it easier to restore the ATC to service later. Use the following procedure.

1. Wash everything completely. Make certain to remove all dirt from all the hard to reach parts like the cooling fins on the head and cylinder. Completely dry all parts of the vehicle to remove all moisture. Wax all painted and polished surfaces, including any chromed areas.
2. Run the engine for about 20-30 minutes to warm up the oil in the engine. Drain the oil, regardless of the time since the last oil change. Fill the engine with the normal quantity and type of oil.
3. Drain all gasoline from the fuel tank, the interconnecting hose and the carburetor. Leave the fuel shutoff valve in the RES position. As an alternative, a fuel preservative may be added to the fuel. This preservative is available from many motorcycle shops and marine equipment suppliers.
4. Lubricate the drive chain and control cables; refer to specific procedures in this chapter.
5. Remove the spark plug and pour about one teaspoon of SAE 10W-30 motor oil into the cylinder. Turn the engine over a few revolutions by hand to distribute the oil and then install the spark plug.
6. On models so equipped, remove the battery from the frame. If there is evidence of acid spillage in the battery box, neutralize it with a baking soda solution, wash clean and repaint the damaged area. Store the battery in a warm area and recharge it every 2 weeks.
7. One additional safeguard for winter or prolonged storage is the Engine Protection Dispenser that screws into the spark plug hole. It dispenses a vapor into the cylinder, crankcase, carburetor and muffler which works against rust and acid damage. It is rated to be good for up to 2 years and is available from the Brookstone Company, 127 Voss Farm Road, Peterborough, NH 03458. The catalog number is P-3304.
8. Tape or tie a plastic bag over the end of the muffler to prevent the entry of moisture.
9. Check the tire pressure, inflate to the correct pressure and move the ATC to the storage area. Place it securely on a wood blocks with all 3 wheels off the ground.

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